

Proviso.
No Government ex-
pense.

Bond required.

ten thousand bed sheets: *Provided*, That no expense shall be caused the United States Government by the delivery and return of said property, the same to be delivered from the nearest quartermaster depot at such time prior to the holding of said encampment as may be agreed upon by the Secretary of War and the general chairman of the said entertainment committee, Mr. F. J. Cramton: *Provided further*, That the Secretary of War, before delivery of such property, shall take from said F. J. Cramton, general chairman of the Forty-first Annual Confederate Reunion, a good and sufficient bond for the safe return of said property in good order and condition and the whole without expense to the United States.

Approved, January 31, 1931.

January 31, 1931.
[H. R. 14276.]
[Public, No. 599.]

CHAP. 86.—An Act To extend the times for commencing and completing the construction of a bridge across the Tennessee River on the Dayton-Decatur Road between Rhea and Meigs Counties, Tennessee.

Tennessee River.
Time extended for
bridging between Rhea
and Meigs Counties,
Tenn.

Ante, p. 61, amended.

Amendment.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of a bridge across the Tennessee River on the Dayton-Decatur Road between Rhea and Meigs Counties, Tennessee, authorized to be built by the Highway Department of the State of Tennessee by an Act of Congress approved January 24, 1930, are hereby extended one and three years, respectively, from January 24, 1931.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, January 31, 1931.

January 31, 1931.
[H. R. 14573.]
[Public, No. 600.]

CHAP. 87.—An Act Authorizing the attendance of the Army Band at the Confederate Veterans' reunion to be held at Montgomery, Alabama.

Confederate Veter-
ans' Reunion.
Army Band author-
ized to attend, at
Montgomery, Ala.

Sum authorized for
expenses.
Post, p. 1308.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President is authorized to permit the United States Army Band to attend and give concerts at the Forty-first Annual Confederate Veterans' Reunion to be held at Montgomery, Alabama, June 1 to 5, inclusive, 1931.

SEC. 2. For the purpose of defraying the expenses of the band in attending such reunion there is hereby authorized to be appropriated, out of any money in the United States Treasury not otherwise appropriated, the sum of \$7,500, or so much thereof as may be necessary.

Approved, January 31, 1931.

January 31, 1931.
[H. R. 14679.]
[Public, No. 601.]

CHAP. 88.—An Act Authorizing Pensacola Bridge Corporation (a Florida corporation), its successors and assigns, to construct, maintain, and operate a bridge across Santa Rosa Sound, in the State of Florida, at or near Grassy Point in Santa Rosa County, Florida.

Santa Rosa Sound,
Fla.
Pensacola Bridge
Corporation may
bridge, at Grassy Point.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in order to promote interstate commerce, improve the postal service, and provide for military and other purposes, Pensacola Bridge Corporation (a Florida corporation), its successors and assigns, be, and is hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Santa Rosa Sound, in the State of

Florida, in accordance with the plans and location of the Boards of County Commissioners of Escambia and Santa Rosa, Florida, approved by the Secretary of War December 5, 1928, at a point suitable to the interests of navigation, at or near Grassy Point in Santa Rosa County, Florida, and in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906, and subject to the conditions and limitations contained in this Act.

Plans and location.

Construction.
Vol. 34, p. 84.

Upon completion,
Florida, etc., may ac-
quire all rights, etc.

SEC. 2. After the completion of such bridge, as determined by the Secretary of War, either the State of Florida, any political subdivision thereof within or adjoining which any part of such bridge is located, or any two or more of them jointly, may at any time acquire and take over all right, title, and interest in such bridge and its approaches, and any interest in real property necessary therefor, by purchase or by condemnation or expropriation, in accordance with the laws of such State governing the acquisition of private property for public purposes by condemnation or expropriation. If at any time after the expiration of five years after the completion of such bridge the same is acquired by condemnation or expropriation, the amount of damages or compensation to be allowed shall not include good will, going value, or prospective revenues or profits but shall be limited to the sum of (1) the actual cost of constructing such bridge and its approaches, less a reasonable deduction for actual depreciation in value; (2) the actual cost of acquiring such interests in real property; (3) actual financing and promotion cost, not to exceed 10 per centum of the sum of the cost of constructing the bridge and its approaches and acquiring such interests in real property; and (4) actual expenditures for necessary improvements.

Damages, etc., al-
lowed if acquired by
condemnation proceed-
ings.

Cost of construction,
etc.

Interests in realty.

Financing, etc., costs.

Expenditures for im-
provements.

SEC. 3. If such bridge shall at any time be taken over or acquired by the State of Florida, or by any municipality or other political subdivision or public agency thereof, under the provisions of section 2 of this Act, and if tolls are thereafter charged for the use thereof, the rates of toll shall be so adjusted as to provide a fund sufficient to pay for the reasonable cost of maintaining, repairing, and operating the bridge and its approaches under economical management and to provide a sinking fund sufficient to amortize the amount paid therefor, including reasonable interest and financing cost, as soon as possible under reasonable charges, but within a period of not to exceed twenty years from the date of acquiring the same. After a sinking fund sufficient for such amortization shall have been so provided, such bridge shall thereafter be maintained and operated free of tolls, or the rates of toll shall thereafter be so adjusted as to provide a fund of not to exceed the amount necessary for the proper maintenance, repair, and operation of the bridge and its approaches under economical management. An accurate record of the amount paid for acquiring the bridge and its approaches, the actual expenditures for maintaining, repairing, and operating the same, and of the daily tolls collected shall be kept and shall be available for the information of all persons interested.

Tolls under State,
etc., operation.

Applied to main-
tenance, and sinking
fund.

Operation as free
bridge after amortiza-
tion.

Tolls to be adjusted
to provide mainte-
nance fund.

Record of expendi-
tures and receipts.

SEC. 4. Pensacola Bridge Corporation (a Florida corporation), its successors and assigns, shall, within ninety days after the completion of such bridge, file with the Secretary of War and with the Highway Department of the State of Florida, a sworn itemized statement showing the actual original cost of constructing the bridge and its approaches, the actual cost of acquiring any interest in real property necessary therefor, and the actual financing and promotion costs. The Secretary of War may, and at the request of

Statement of costs to
be filed with Secretary
of War.

Investigation of.

the Highway Department of the State of Florida shall, at any time within three years after the completion of such bridge, investigate such costs and determine the accuracy and the reasonableness of the costs alleged in the statement of the costs so filed, and shall make a finding of the actual and reasonable costs of constructing, financing, and promoting such bridge; for the purpose of such investigation the said Pensacola Bridge Corporation (a Florida corporation), its successors and assigns, shall make available all of its records in connection with the construction, financing, and promotion thereof. The findings of the Secretary of War as to the reasonable costs of the construction, financing, and promotion of the bridge shall be conclusive for the purposes mentioned in section 2 of this Act, subject only to review in a court of equity for fraud or gross mistake.

Records to be available.

Findings conclusive.

Right to sell, assign, etc., conferred.

SEC. 5. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act is hereby granted to Pensacola Bridge Corporation (a Florida corporation), its successors and assigns; and any corporation to which, or any person to whom, such rights, powers, and privileges may be sold, assigned, or transferred, or who shall acquire the same by mortgage, foreclosure, or otherwise, is hereby authorized and empowered to exercise the same as fully as though conferred herein directly upon such corporation or person.

Amendment.

SEC. 6. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, January 31, 1931.

January 31, 1931.

[H. R. 14681.]

[Public, No. 602.]

CHAP. 89.—An Act Granting the consent of Congress to the Pittsburgh, Cincinnati, Chicago and Saint Louis Railroad Company, its successors and assigns, to construct, maintain, and operate a railroad bridge across the Kankakee River.

Kankakee River.
Pittsburgh, Cincinnati, Chicago and Saint Louis Railroad Company may bridge, between Laporte and Starke Counties, Ind.

Construction.
Vol. 34, p. 84.

Right to sell, assign, etc., conferred.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to the Pittsburgh, Cincinnati, Chicago and Saint Louis Railroad Company, its successors and assigns, to construct, maintain, and operate a railroad bridge and approaches thereto across the Kankakee River, at a point suitable to the interests of navigation, on the line between the counties of Laporte and Starke, and in Dewey Township, in Laporte County, and Railroad Township, in Starke County, in the State of Indiana, in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

SEC. 2. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act is hereby granted to the Pittsburgh, Cincinnati, Chicago and Saint Louis Railroad Company, its successors and assigns, and any corporation to which or any person to whom such rights, powers, and privileges may be sold, assigned, or transferred, or who shall acquire the same by mortgage foreclosure or otherwise, is hereby authorized to exercise the same as fully as though conferred herein directly upon such corporation or person.

Amendment.

SEC. 3. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, January 31, 1931.